BookletChart™

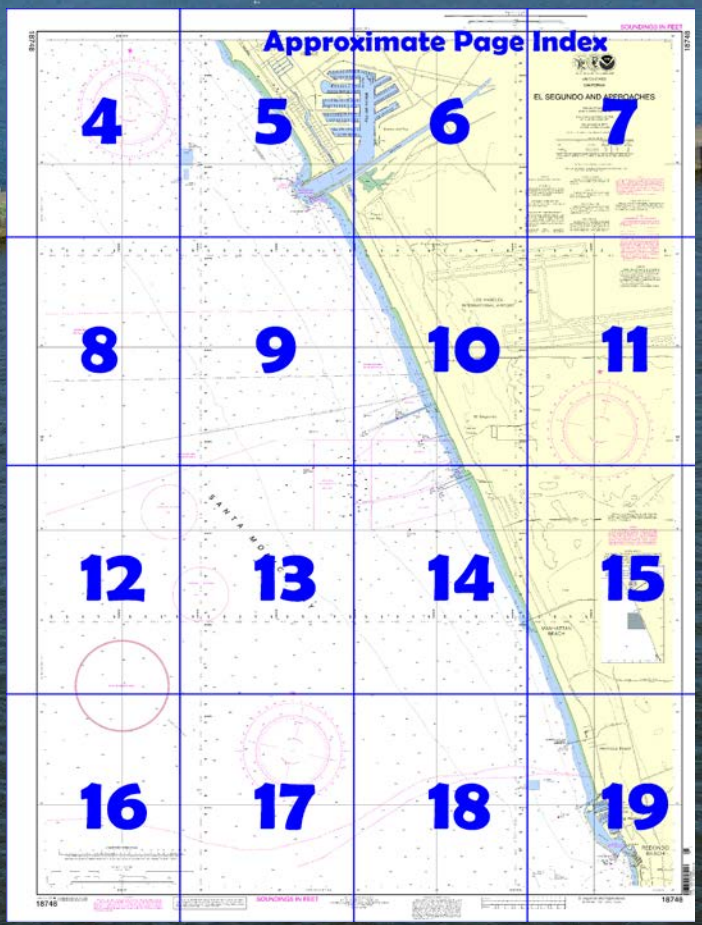
El Segundo and Approaches

NOAA Chart 18748

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18748.

(Selected Excerpts from Coast Pilot)
Santa Monica Bay is formed by the curving coast between Point Vicente and Point Dume. The depths of Santa Monica Bay are comparatively shoal, the 10-fathom curve in general lying about 1 mile from shore, except at Redondo Beach where a deep submarine valley, **Redondo Canyon**, heads close to the shore.
King Harbor, 4.5 miles NNE of Palos Verdes Point, is a large small-craft harbor at **Redondo Beach**. The harbor is used mostly by pleasure craft and accommodates 1,400+ boats.
Features.–At the N end of King Harbor, about 200 yards inshore, is a large power plant with five large smokestacks approximately in-line and parallel with the beach. A private light is atop the power plant.
The entrance is between two lights at the ends of the breakwaters at the S end of the harbor. A fog signal is at the light on the E side of the entrance. The fog signal can be activated upon request to the Coast Guard. A lighted bell buoy is 230 yards SSW of the S end of the W breakwater. The channel is marked by private buoys, with lights at the entrances to Basins 1 and 2. Natural depths through the entrance are 27 to 30 feet with a depth of 8 feet in the three basins, except for an isolated depth of 6 feet in the northeasternmost channel of Basin 1.
Caution.–Los Angeles advises that under certain tidal conditions, underwater installations between King Harbor and Marina del Rey, to 9 fathom depths, present possible hazards to surface navigation.
Sport fishing barges usually anchor 1 or 2 miles offshore during the summer; caution is advised to avoid them.
Hermosa Beach and **Manhattan Beach** are between Redondo Beach and El Segundo; both have public fishing piers with fish havens covered 9 feet around their seaward ends. The pier at Hermosa Beach is about 1.3 miles N of Redondo Beach and extends about 275 yards from shore; a private fog signal is at the outer end. The Manhattan Beach pier, 2.5 miles N of Redondo Beach, extends almost 175 yards from shore.
El Segundo, about 2 miles N of Manhattan Beach, has extensive oil refineries with several large oil tanks on high ground being prominent. Other prominent features are: an aero light N of El Segundo at Los Angeles International Airport, two 334-foot striped stacks in about 33°55'06"N., 118°25'39"W., and a power plant with four stacks about 0.6 mile SSE of the striped stacks. A rock groin, marked at its outer end by a private light, extends seaward from the N end of the power plant. An offshore oil terminal with two multi-buoy sea berths is about 1.3 miles W of El Segundo. A private lighted bell buoy is W of the offshore terminal and a safety zone surrounds the terminal. (See **33 CFR 165.1156,** chapter 2, for limits and regulations.)
Caution.–Mariners should exercise caution when navigating over the sewer outfalls and submerged pipelines that extend seaward from El Segundo. Numerous uncharted buoys and other potential hazards to navigation exist within this area.
A **restricted area** extends about 7 miles offshore at El Segundo. (See **162.195,** chapter 2, for limits and regulations.)
Marina del Rey, 7.6 miles NNW of Redondo Beach and King Harbor, is a large small-craft harbor. It has a capacity for over 6,000 pleasure craft. A detached breakwater parallel to the shore is just to seaward of the jetties protecting the entrance channel.
Channels.–A dredged entrance channel leads NE from the detached breakwater for about 0.7 mile, then the harbor channel continues N for about 0.6 mile to the N end of the harbor. There are two openings between the jetties and the detached breakwater; the chart is the best guide for navigating the openings. In 2011, the controlling depths were 13 feet in the entrance channel to just past Basins B and H; thence in 2006-2009, 10 feet to Basin E at the head of the harbor. The N and S ends of the detached breakwater and the outer ends of the jetties are marked by lights. A fog signal is at the light on the outer end of the N jetty. The fog signal can be activated upon request to the Coast Guard by radiotelephone VHF-FM channel 16.
A **restricted area** governing navigation inside the detached breakwater has been established. (See **162.200**, chapter 2, for limits/regulations.)
Traffic separation lanes have been established in the entrance channel to Marina del Rey. These lanes are marked by State Waterway Regulatory Buoys with the words "No Sail." All vessels under power, or power and sail, shall keep these buoys to their port when entering or departing the harbor. The center lane between the buoys is used by vessels solely under sail, both entering and departing the harbor.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Alameda	Commander 11th CG District Alameda, CA	(510) 437-3700

Table of Selected Chart Notes

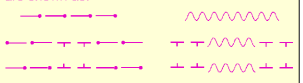
Corrected through NM Jun. 16/07
Corrected through LNM Jun. 05/07

HEIGHTS
Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

Mercator Projection
Scale 1:15,000 at Lat 33°55'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Los Angeles, CA	KWO-37	162.550 MHz
Santa Ana, CA	WWG-21	162.450 MHz

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California.
Refer to charted regulation section numbers.

NOTE B
The City of Los Angeles advises that under certain tidal conditions, underwater installations between King Harbor and Marina del Rey, seaward to 9 fathom depths, present possible hazards to surface navigation.

NOTE G
Numerous submerged pipelines, sewer lines, uncharted buoys and other potential hazards to navigation exist within this area. Anchoring, dredging, seining, fishing and similar activities within this area may foul, rupture or otherwise disturb the submerged pipelines, risking severe environmental damage. If circumstances necessitate a transit through this region, proceed by the most direct route without undue delay and extreme caution, as there are numerous unlighted buoys.

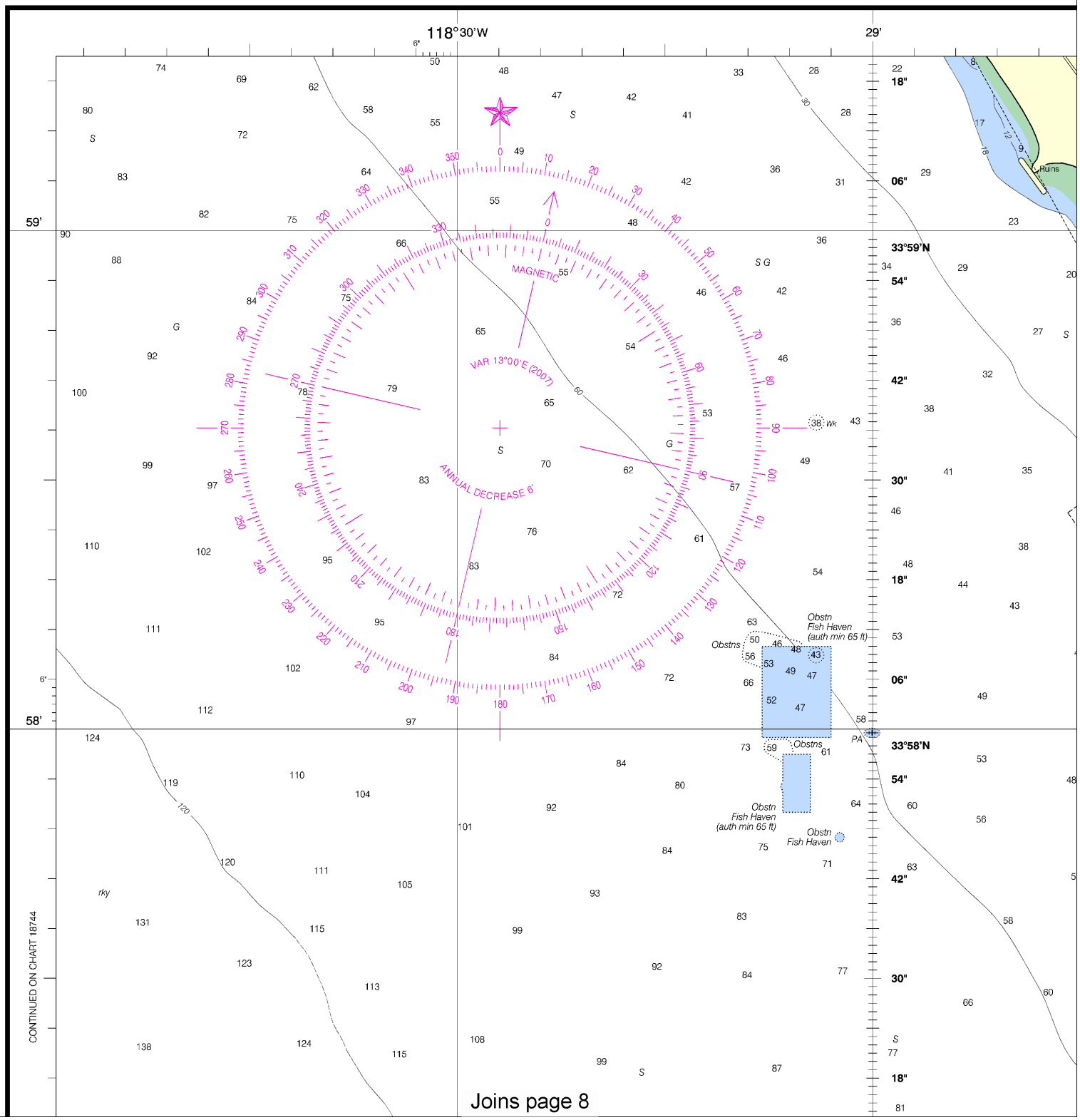
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
El Segundo	(33°55'N/118°26'W)	5.3	4.6	0.9
King Harbor	(33°51'N/118°24'W)	5.3	4.6	0.9

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Apr 2007)



Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles

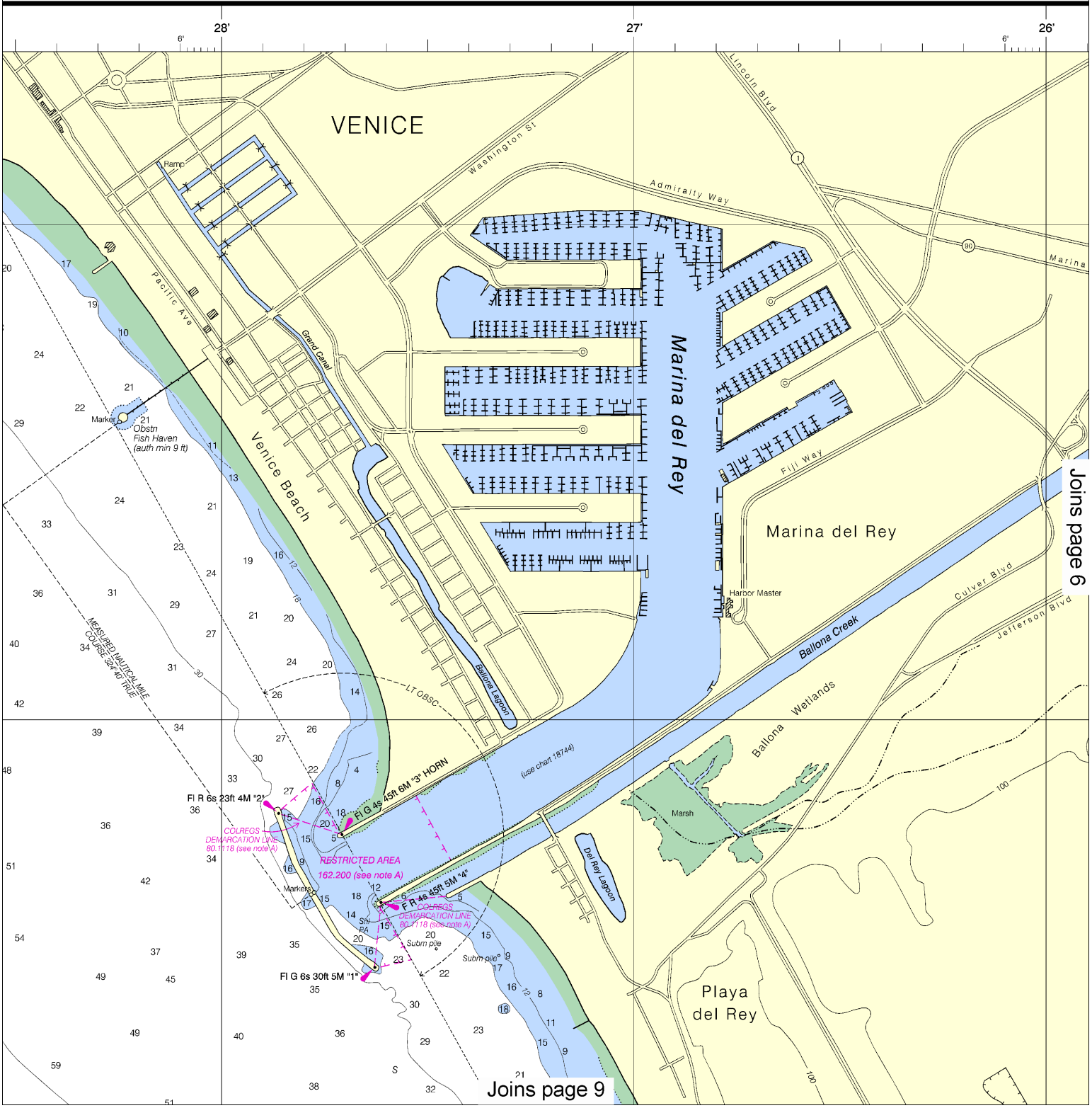
0 1

Yards

500 0 500 1000 1500

Note: Chart grid lines are aligned with true north.

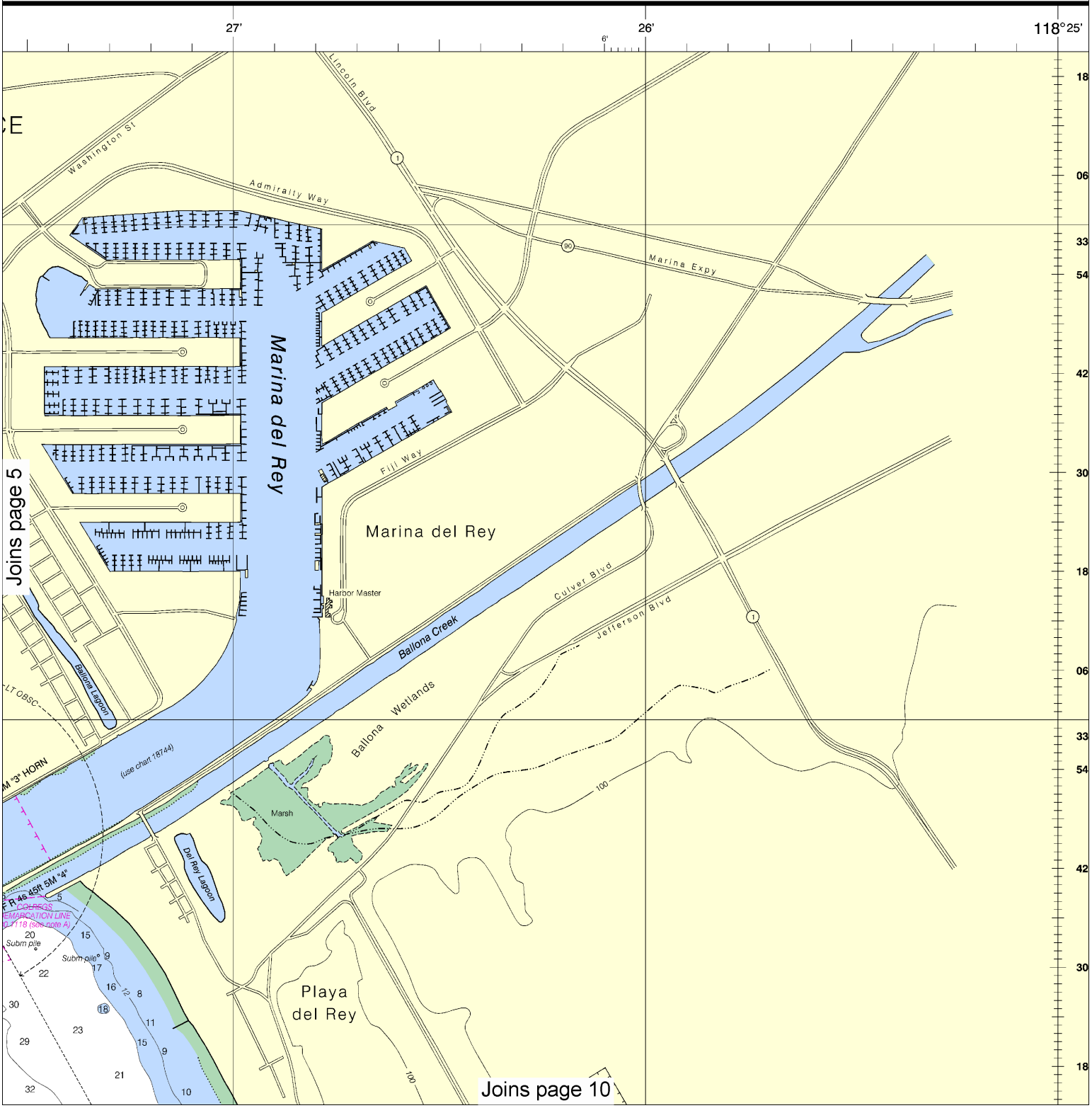
1st Ed., Jun. 2007 KAPP 1901



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:20000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

SCALE 1:15,
Nautical Mil
½ 0
Yards
500 0 500
Meters
500 0 500

1st Ed., Jun. 2007 KAPP 1901



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles
0 1

Yards
500 0 500 1000 1500

5,000
iles

½ 1

1000 1500

1000 1500

SOUNDINGS IN FEET

18748

24' 23'

33°59'21"N

118°23'00"W

59'

58'

33°59'N

33°58'N

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

CALIFORNIA

EL SEGUNDO AND APPROACHES

Mercator Projection
Scale 1:15,000 at Lat 33°55'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
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(Apr 2007)

For Symbols and Abbreviations see Chart No. 1

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HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

NOAA WEATHER RADIO BROADCASTS

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CAUTION

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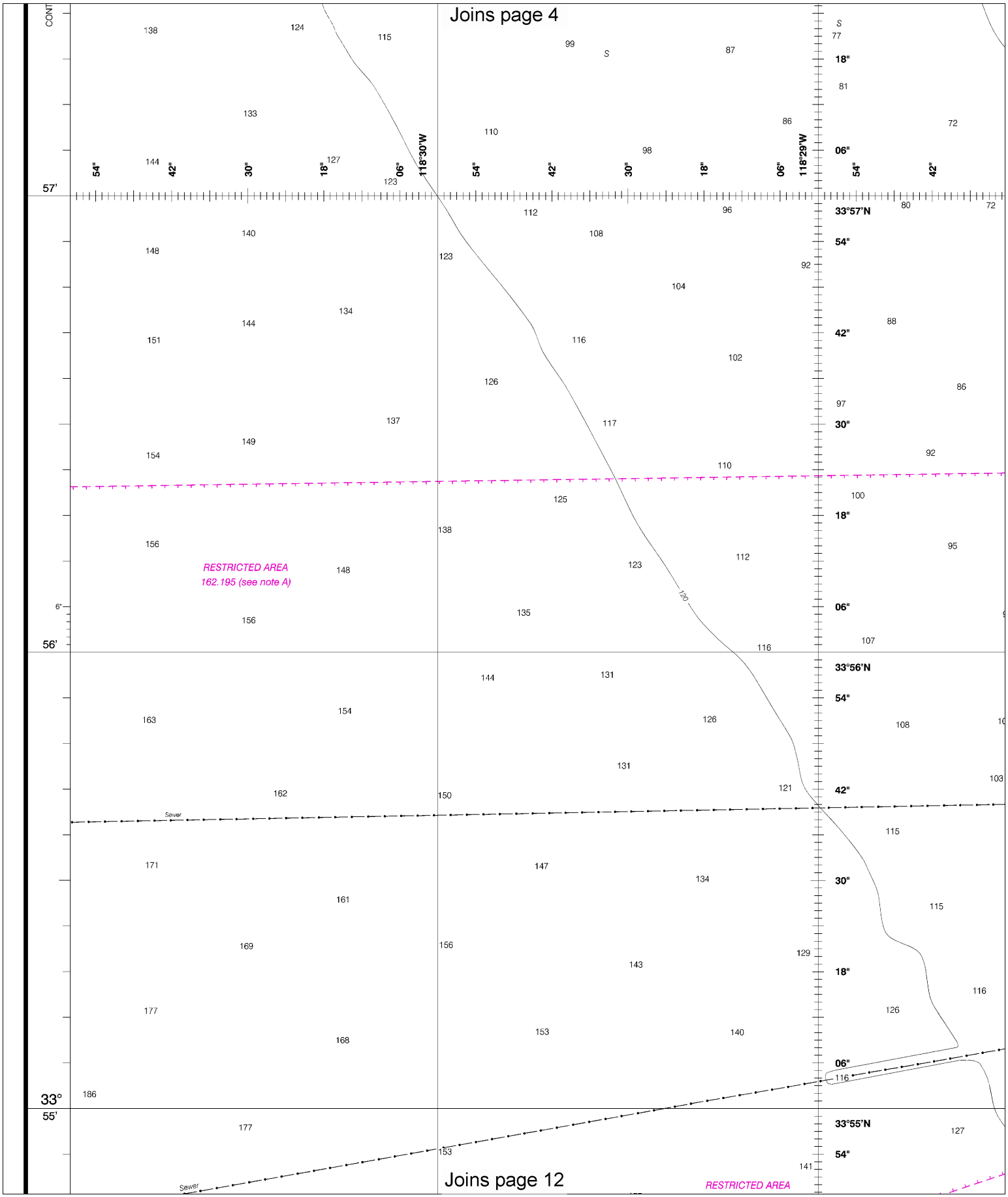
Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4612 11/13/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: n/a.



Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles

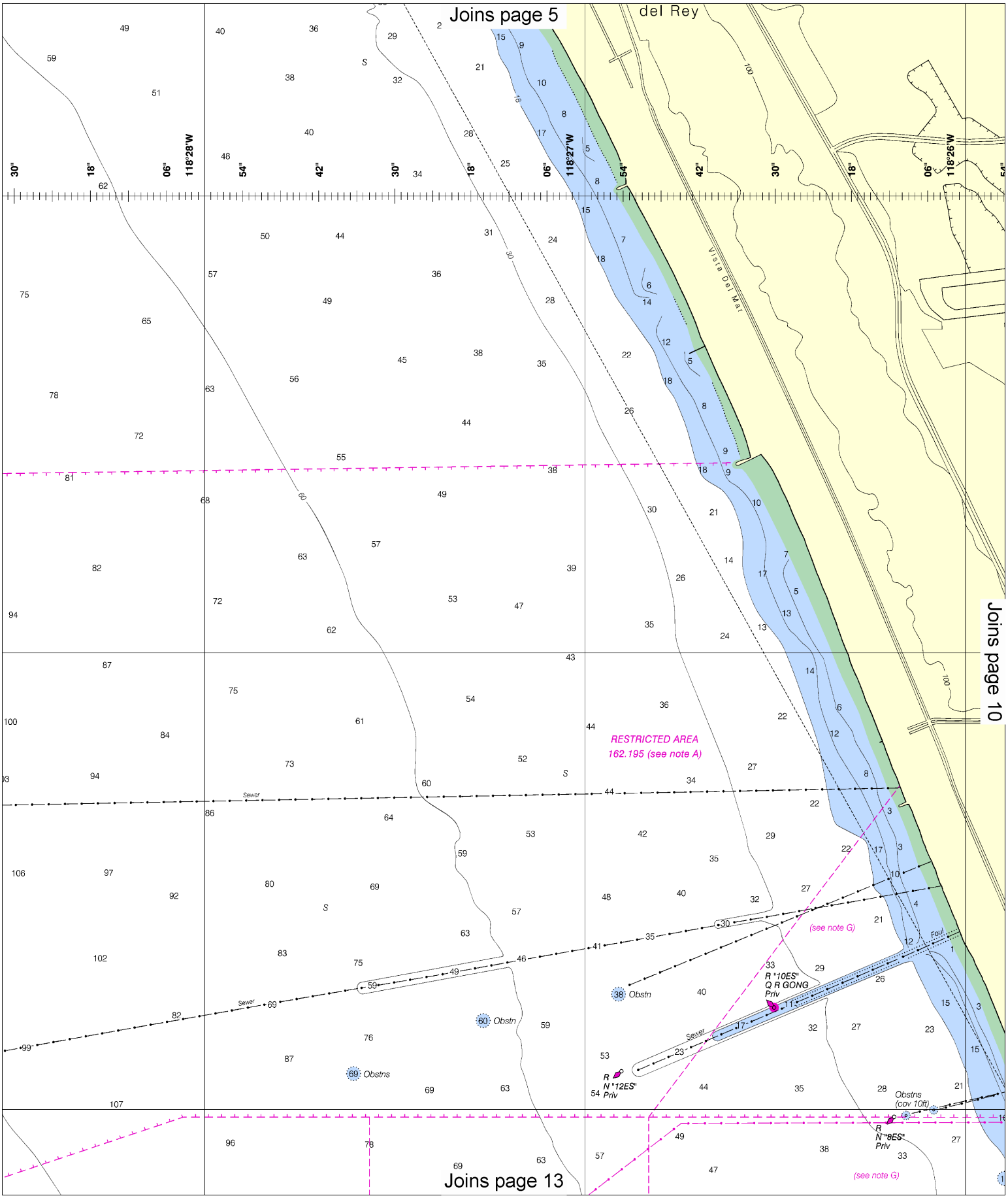
0 1

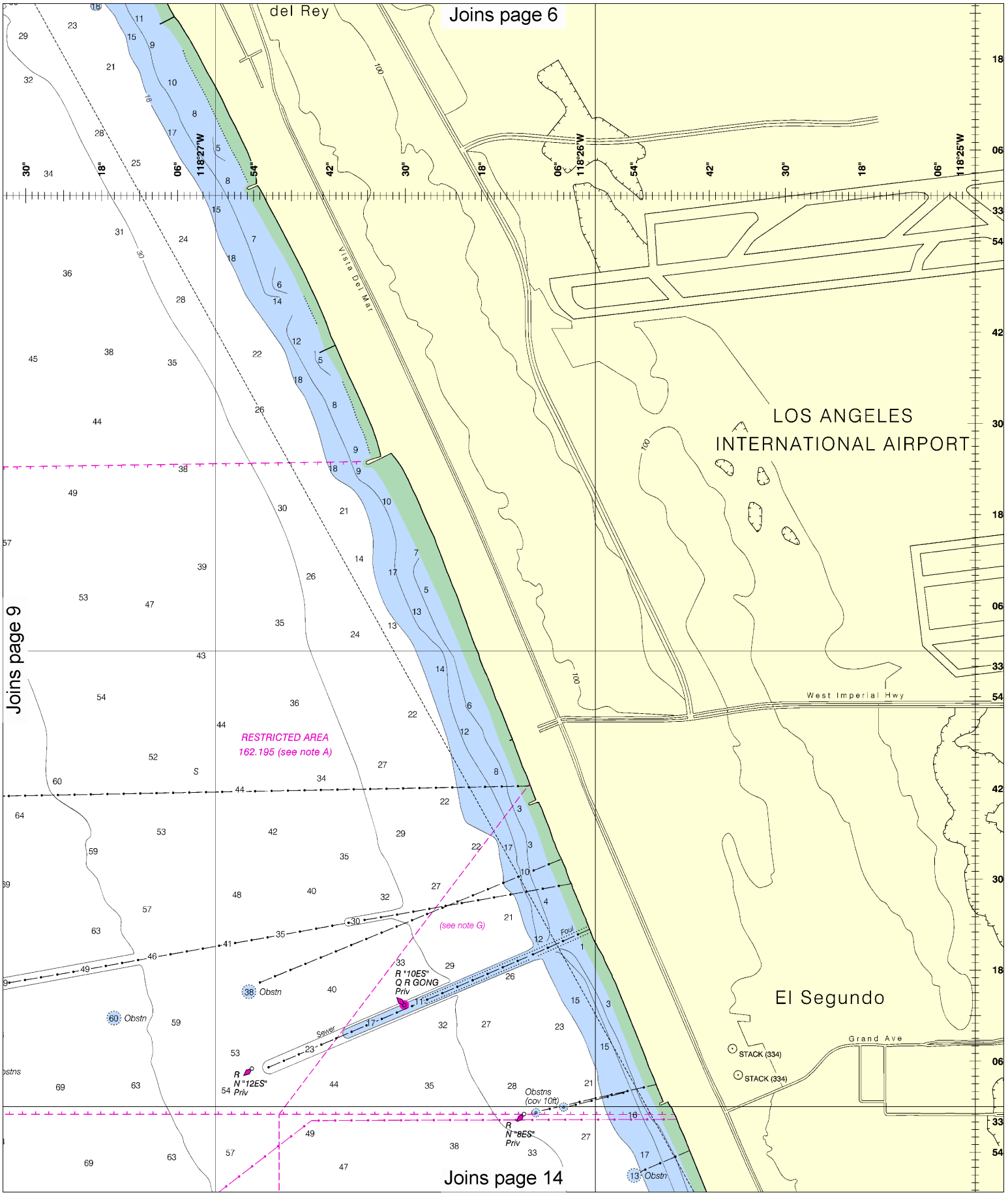
Yards

500 0 500 1000 1500

8

Note: Chart grid lines are aligned with true north.


Joins page 5
del Rey
Vista Del Mar
118°28'W
118°27'W
118°26'W
RESTRICTED AREA
162.195 (see note A)
Sewer
Foul
(see note G)
R "10ES"
Q R GONG
Priv
R
N "12ES"
Priv
R
N "8ES"
Priv
Obstn
Obstns
Obstns
(cov 10ft)
Joins page 10
Joins page 13



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles: 0 — 1

Yards: 500 — 0 — 500 — 1000 — 1500

See Note on page 5.

Joins page 7

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Santa Ana, CA	WWG-21	162.450 MHz

IPELINES AND CABLES

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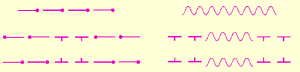

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Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

54" 42" 30" 18" 06" 118°24'W 54" 06"

57'

33°57'N

AERO
Rot W & G

56'

33°56'N

6"

100

MAGNETIC

VAR 13°00'E (2007)

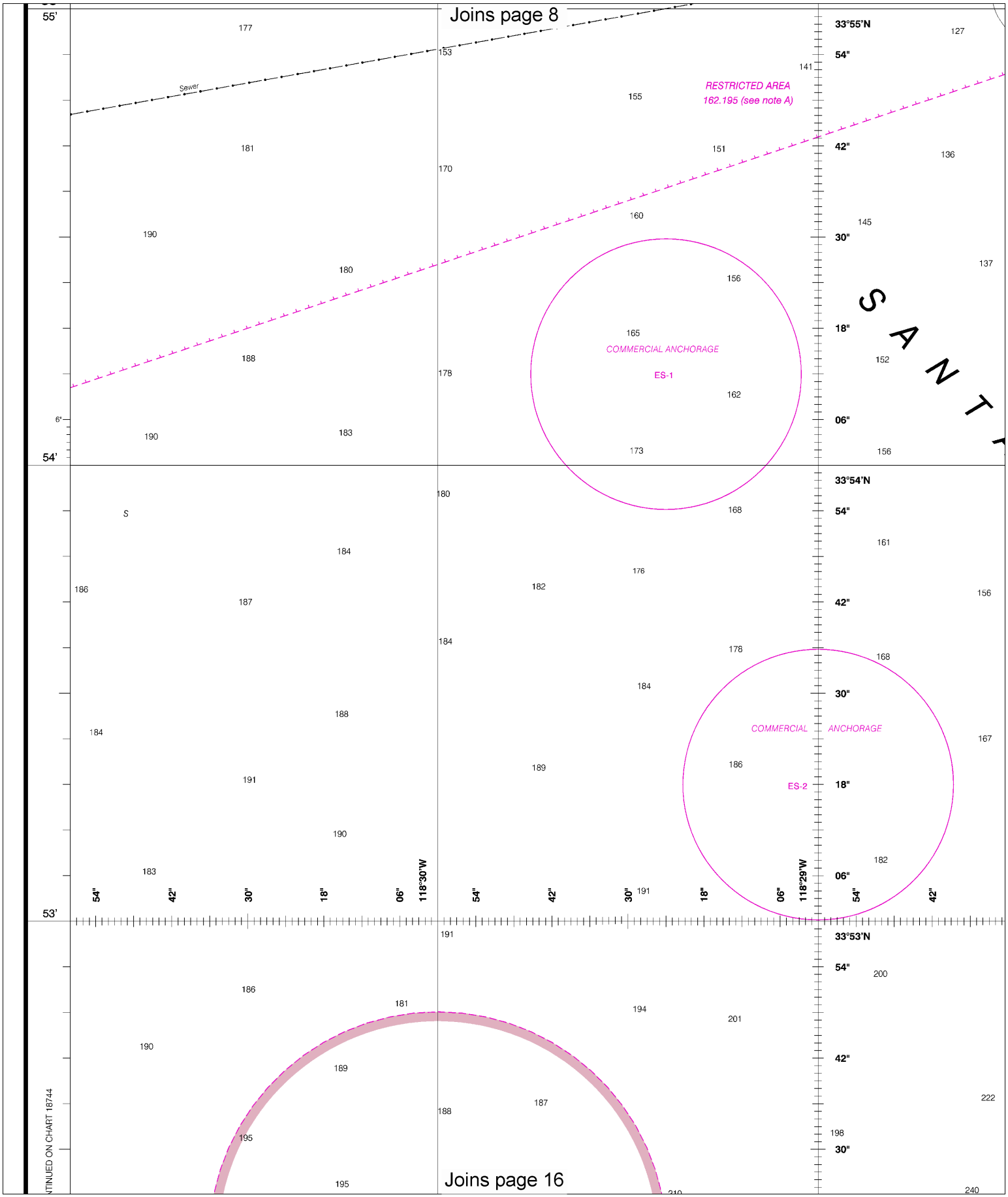
ANNUAL DECREASE 6'

33°

55'

33°55'N

Joins page 15



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

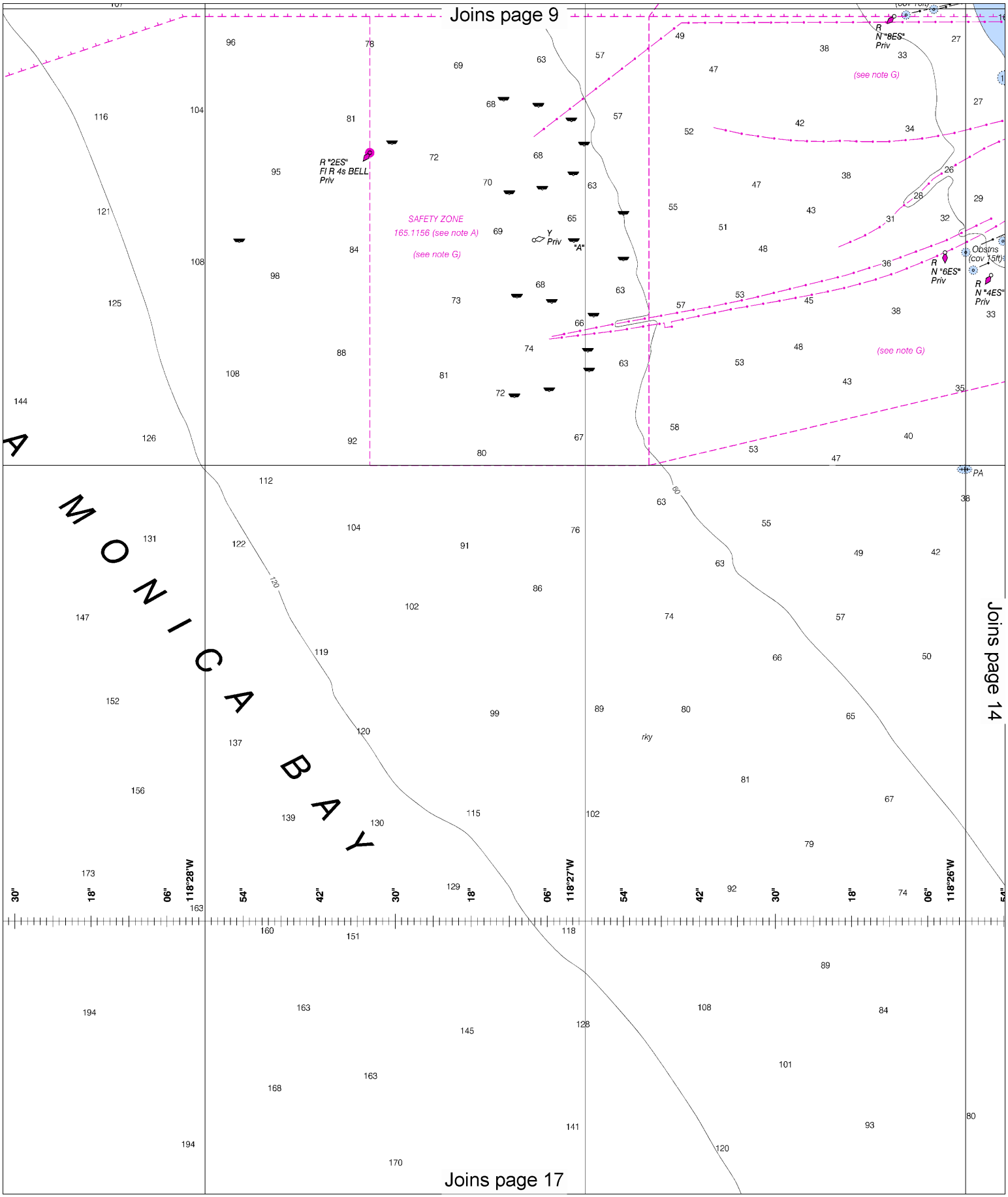
Nautical Miles

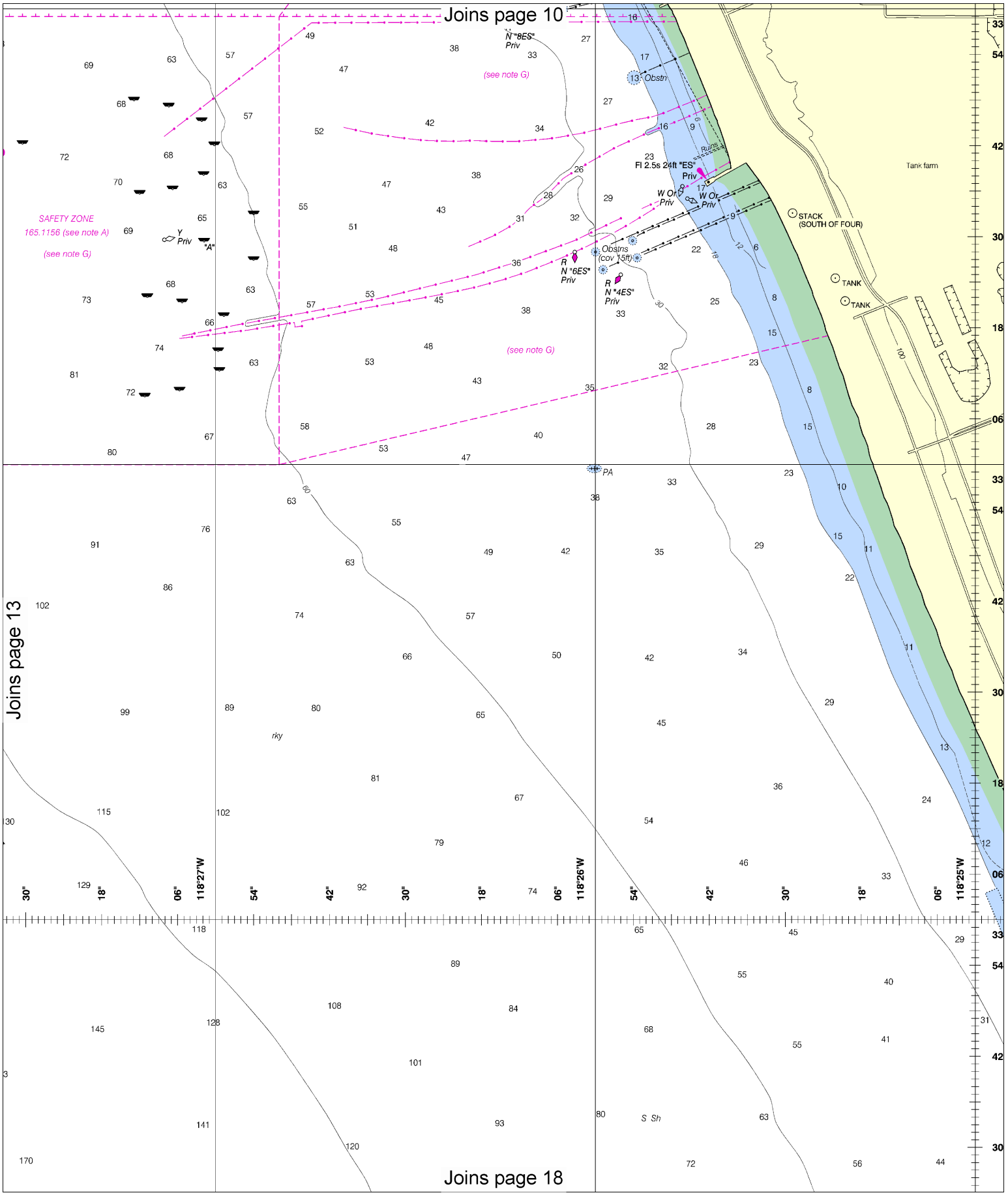
0 1

Yards

500 0 500 1000 1500

See Note on page 5.


Joins page 9
R "2ES"
Fl R 4s BELL
Priv
SAFETY ZONE
165.1156 (see note A)
(see note G)
Y
Priv
"A"
R
N "8ES"
Priv
(see note G)
Obs(ns
(cov 15ft)
R
N "6ES"
Priv
R
N "4ES"
Priv
(see note G)
PA
SANTA MONICA BAY
rky
118°28'W
118°27'W
118°26'W
Joins page 14
Joins page 17



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

See Note on page 5.

Nautical Miles

0 1

Yards

500 0 500 1000 1500

Joins page 11

ANNUAL DECREASE 6'

NOTE B

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SOURCE DIAGRAM

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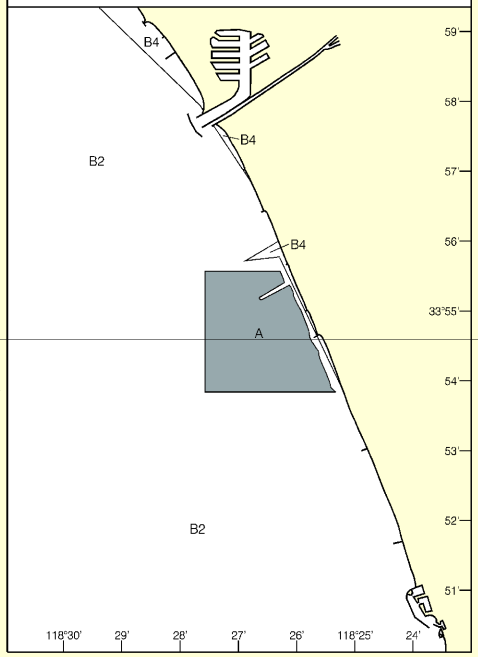
SOURCE			
A	1990-2000	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



Rosecrans Ave

SPIRE

Ocean Drive

Manhattan Beach Blvd

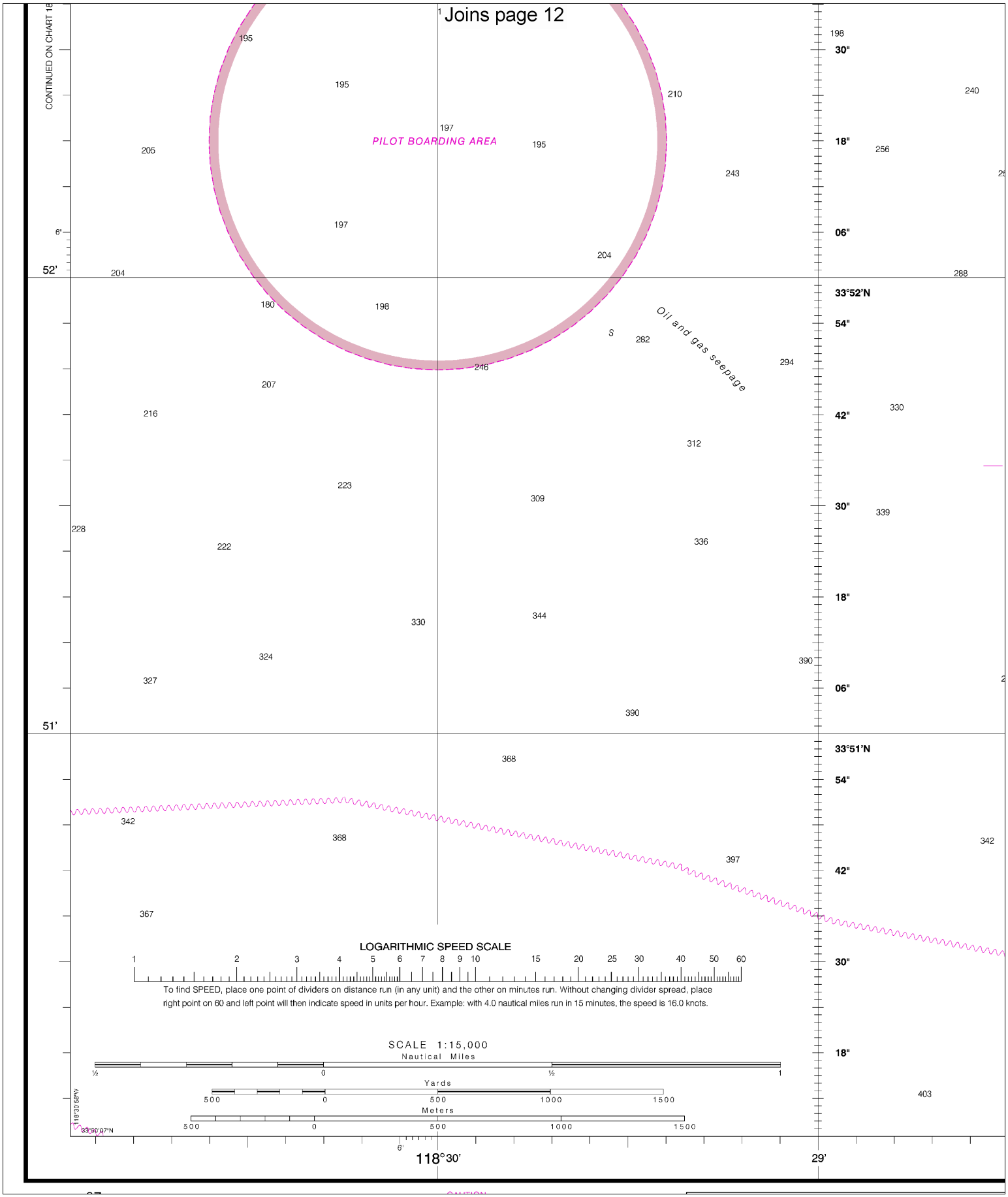
118°24'W

MANHATTAN BEACH

Obstn
Fish Haven
(auth min 9 ft)

27th St

Joins page 19



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

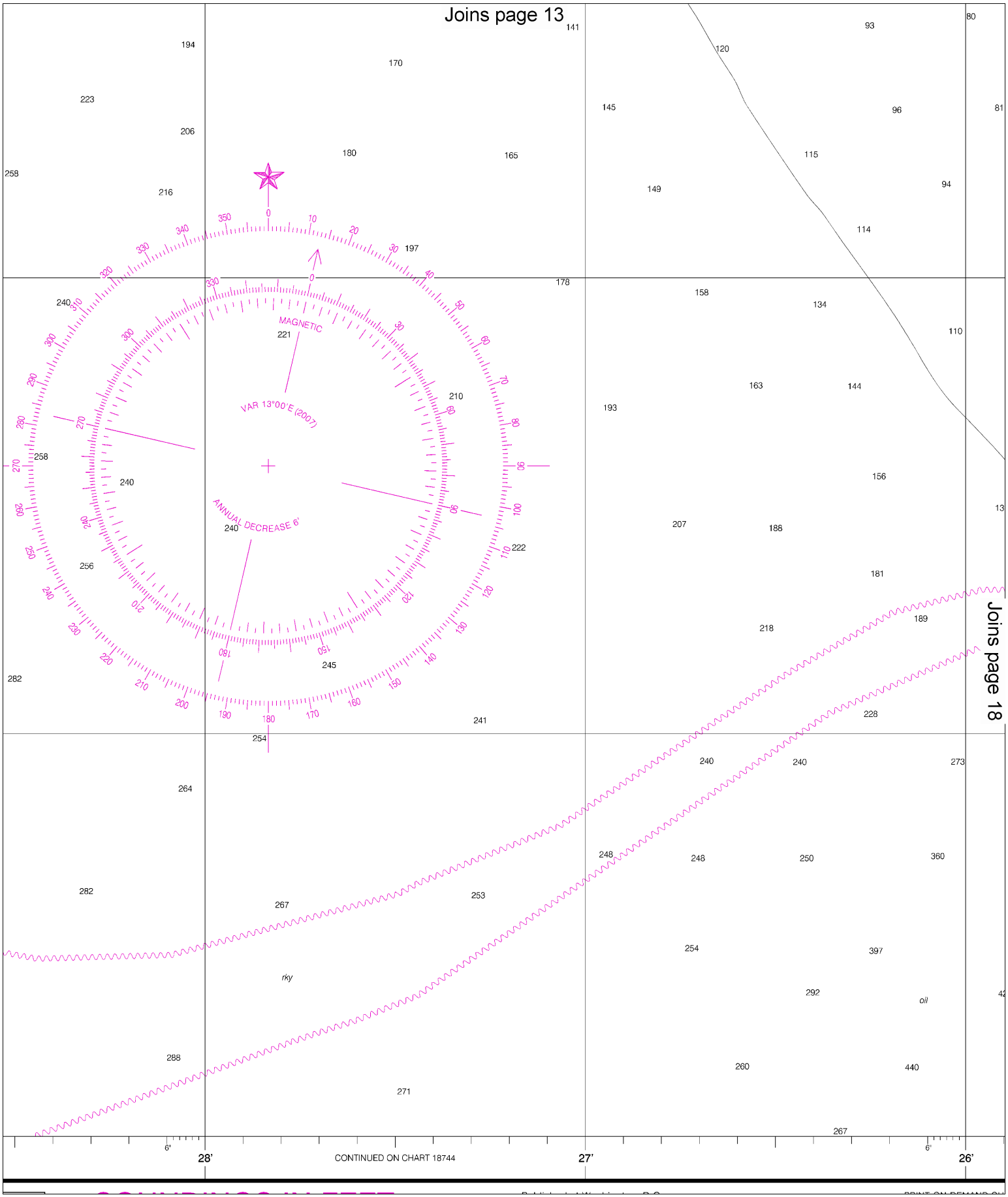
Nautical Miles

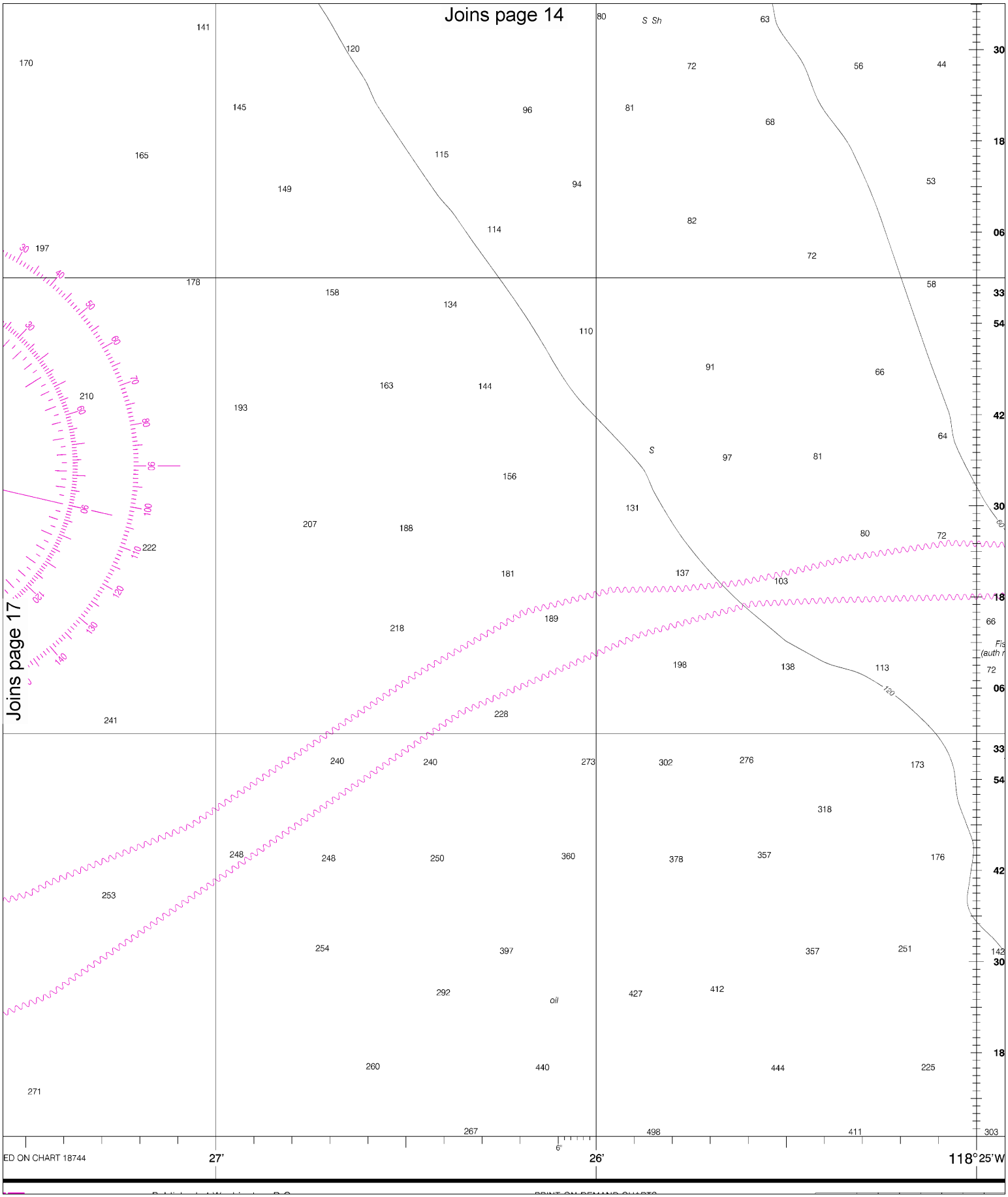
0 1

Yards

500 0 500 1000 1500

See Note on page 5.


Joins page 13
MAGNETIC
VAR 13°00'E (2007)
ANNUAL DECREASE 6'
CONTINUED ON CHART 18744
28'
27'
26'
Joins page 18



18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

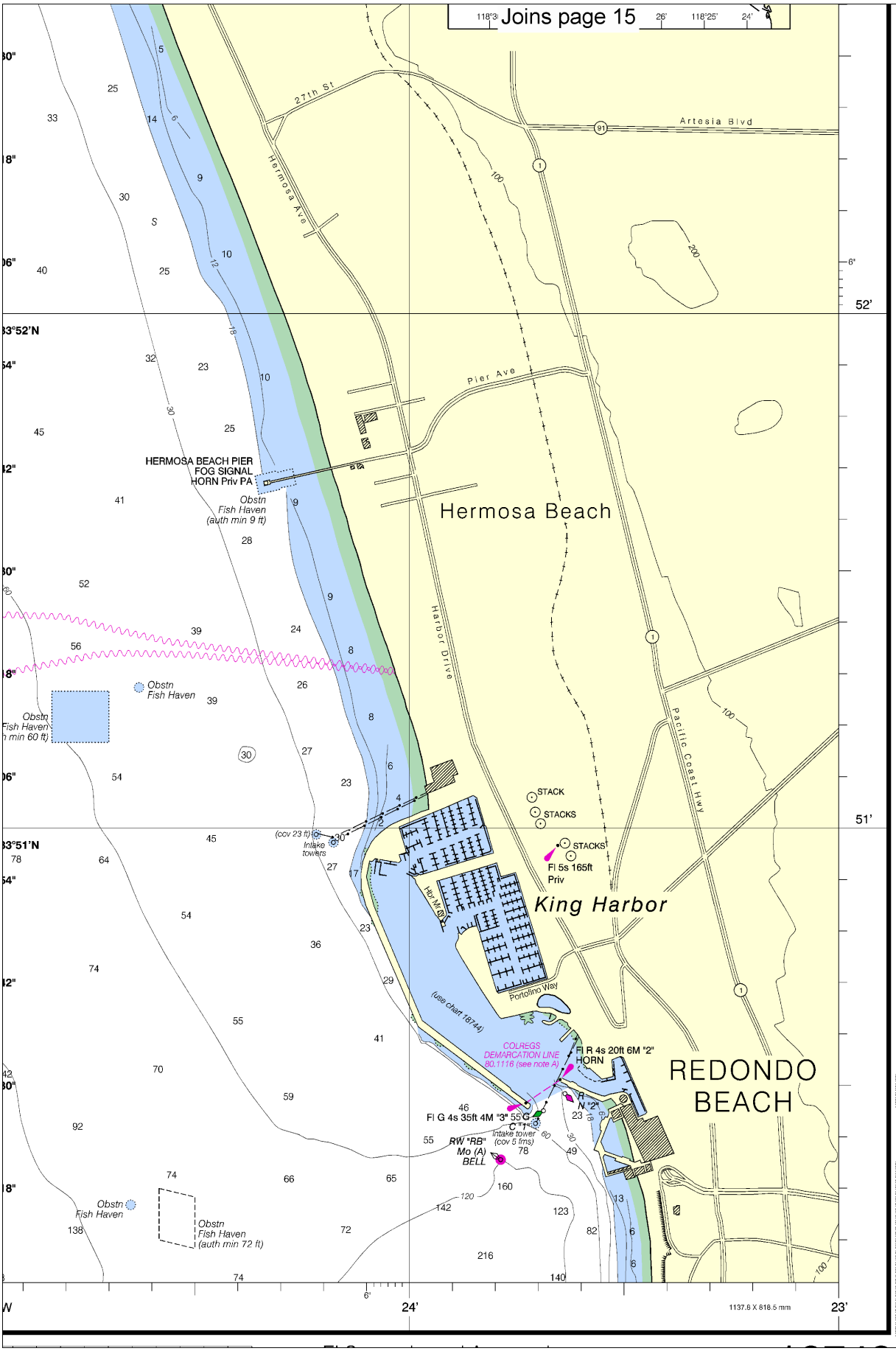
Nautical Miles

0 1

Yards

500 0 500 1000 1500

See Note on page 5.



ED. NO. 1
NSN 7642015192986
NGA REFERENCE NO. 18BHA18748

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
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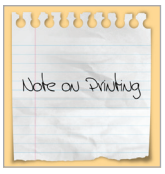

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